

Evening Telegraph

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THURSDAY, MARCH 22, 1866.

Philadelphia and No. 101k.

It is announced that the Delaware Railroad is about to be put in complete running order to a point on the Chesapeake Bay, where a line of steamers will connect with it, and open a direct communication between this city and Norfolk. Philadelphia will thus be put in relation, by a short route, with the whole railroad system of Southern Virginia and North Carolina, as well as with Richmond and the railway system centering there. This will prove a most important addition to our means of internal trade. Prior to the construction of the Delaware Railroad, or so much of it as was first opened for travel and freight on the 11th of December, 1855, only a small part of the trade of the country traversed by it came to this point. New York monopolized it by means of vessels which took the grain, ship timber, etc., of that whole region, from several landings on the waters of the Delaware and lower Chesapeake Bay, directly to that city. These vessels returned freighted with goods purchased in New York with the proceeds of their cargoes. A large part of the grain and timber thus sent to New York, was actually carted at great expense across the line of the Delaware Railroad to the points of shipment, simply because it had not then any other outlet to a market. All these products, however, can soon be brought here at a cost very slightly exceeding what was required to deliver them by teams on the waters of the Delaware and Chesapeake. They will thus increase the exports of Philadelphia and enlarge its trade with the people of Delaware and the Eastern Shore of Maryland, who will be attracted hither to exchange their produce for our merchandise and manufactures. So much for the probable extension of our commerce with the communities immediately adjoining us.

But a still more interesting field will be opened to us in those portions of the South where New York has hitherto, by means of her splendid steamships, had no rival with whom to divide the trade and travel of that section. The direct communication soon, we trust, to be established between this city and the entire Southern quarter of the Union by way of Norfolk and Richmond, will divert in this direction a considerable, if not the major part of that travel and commerce which have heretofore gone round us by sea to a more remote market. With the facilities of access made equal, Philadelphia has an advantage over New York, as regards the Southern trade, in her superior manufacturing resources and industry. Her iron, machinery, jewelry, leather, boots and shoes, carpets, wall papers, hats, and so forth, offer supplies to the South which cannot be procured as cheaply and abundantly in any other American metropolis. Moreover, as most persons prefer inland navigation and railroad, where they are as direct and expeditious, to oceans, it may be presumed that the route by boats from Norfolk to Nantuxco city, or some point in that vicinity, and thence by railroad to Philadelphia, will become the favorite channel of communication between the Southern and Eastern States.

There is another important view to be taken of the Delaware Railroad, as affecting our mercantile interests. The line runs to a point within a few miles of Lewes, lying at the Breakwater, and always accessible to shipping. To communicate quickly and certainly, at all times, with vessels at the spot named, would prove to be an invaluable advantage, especially at those seasons when the Delaware is closed or obstructed by ice. It would not be extravagant to say that the utility of a branch road to Lewes, which would unite this port with the Capes of the Delaware by railway, would be more than sufficient, in the money saved to our commercial classes in one winter, to pay for the Delaware Road and the branch to Lewes into the bargain. Indeed, without such a connection with the Breakwater, Philadelphia will never realize the full benefit of the immense outlay in building the various lines of railroad converging here, and designed to give us command of the trade of the South and Southwest. In order to secure that trade, we must have a medium of access to and from the ocean, for exports and imports, not liable to be closed at any season. The Delaware Road, with a link connecting at Lewes, would supply that desideratum, and with it the convenience of intercourse and facilities of transacting business with this port would scarcely be exceeded by any other on our coast. When brought within three hours' ride by railroad of a point of arrival and departure for Europe, right at the Capes of the Delaware, Philadelphia would answer all demands of commerce, without the delays and interruptions which now turn trade and travel away from her.

LATEST.—The last effusion of Mr. Comptroller CLARKE is addressed to the editor of the New York Commercial Advertiser, and is so far an improvement on its predecessor that it is terse:— "WASHINGTON, March 20, 1866.—Gents:—I am informed that you have published a most infamous, slanderous attack against me. If I am correctly informed, you see the necessity of a proper retraction. Respectfully yours, "F. CLARKE."

To this vigorous assault the astonished edi-

tor replies that "We have no idea what the Comptroller is driving at; but as his letters are of great interest about these days, we publish the foregoing as a sample of good, strong writing, without a trace of foundation whereon to stand unless it is 'inimous' or 'slanderous' to publish, without comment. Mr. CLARKE's letter on financial topics, which is about the extent of the notice taken of that gentleman for some time past."

If it is Mr. CLARKE's intention to demand retraction from all those journals which have condemned, most unqualifiedly, his course, we should suggest a circular letter, as even to write on manifold such a number as would be needed, would consume too much time. We are surprised at such an outburst. Surely, when the Comptroller has exposed himself to public criticism by attacking, in a most wanton and unjustifiable manner, his superior, he must not now expect that the journals of the land will hide their true sentiments for fear of provoking his wrath. "Persons who live in glass houses," etc., is an applicable proverb just now.

Cheap Literature.

We have spoken of the cost of newspapers, and yet have something more to say upon the subject. Why should the price of a single copy of a daily journal be so high—why should the public be required to pay two or three cents for it? This is a question which many put to themselves, but which they are not competent to answer. We may as well throw some light on the matter, if for no better reason than to gratify an uninteresting curiosity. In the first place, the wages of labor in this country have greatly advanced since the civil war began, and they have not yet declined, though the war is closed. The cost of all materials, also, has increased in like proportion. But that increase has been most felt in the rise that has taken place in the price of the blank paper on which the daily journal is printed. The very same article which but six years ago cost only six or seven cents a pound, now costs from eighteen to twenty-two cents. That is a very serious difference, when it is considered that the blank sheet costs more than the printed sheet is sold for.

We are in favor of protection to home industry, and we earnestly desire to have the Federal Government exercise, judiciously, all its power in the encouragement and defense of home labor and home manufactures. But there is a limit beyond which the protective policy should not pass, and cannot pass without injurious consequences. In a word, there are some branches of industry in our country which an injudicious tariff will either utterly destroy, or compel, in self-defense, to adopt a course which must defeat entirely the object of a protective tariff. This is especially true of the business of those who print newspapers and books. The price of paper in this country, and the wages of labor are so high, that it is found to be actually cheaper to have American books published in Great Britain and imported into the United States, than to print them here. An exchange paper says:—

"On account of the exorbitant price of paper in this country, the Appletons have found it necessary to send the plates of Webster's Spelling Book to England, and to order one hundred thousand copies. On the same account, LEFFINGWELL, of Philadelphia, has sent the plates of the Bible Prayer Books and Bibles published by him to Great Britain, where the books will be printed, and afterwards imported to this country."

We are not prepared to say whether the above statement is true or false. But if it be true, it is full of significance for those who favor a protective system that is so extravagant in its provisions as to compel American publishers to get their work done in foreign lands in order to save expense. We should be sorry to have our national tariff so arranged as to drive employment away from our own printers to those of Europe. And yet it would seem that, under the present law regulating this matter, it is cheaper to have American works published in England and imported into this country, than to print them at home.

This can only be explained by the fact that the wages of labor and the price of paper in the United States are so much greater than they are in England, that our publishers can have their printing done abroad, and their books imported afterwards, cheaper than they can print them in Philadelphia or New York.

This is not a very agreeable revelation. It should startle and alarm those who advocate a protective tariff that is so extravagantly high as to protect foreign rather than domestic labor. And yet that would appear to be already the effect of the protective system, as applied to foreign paper and foreign printing.

But there is another fact in this connection that is worth the serious consideration of Congress. However high, or prohibitory even, the tariff on foreign fabrics may be, the tax on literature should be kept as low as possible. Not only should the least practicable restriction be placed on the importation of foreign books, but it would be highly beneficial to admit free of duty unprinted foreign paper, which would cheapen the price of American books by materially reducing the cost of their publication. And this is especially desirable in this country, in which the intelligence and virtue of the people are the basis of government, and where good editions of the works of the best native and foreign authors should be cheap enough to be within the means of all, instead of the rich only. Wherever the masses generally are enlightened by reading and reflection, there liberty and loyalty are usually found to co-exist in the highest degree of perfection. "In England," says GOLDSMITH, "where there are as many new books published as in all the rest of Europe together, a spirit of freedom and reason reigns among the people; they have been often known to act like fools—they are generally found to think like men."

The War Claim of Pennsylvania Against the United States.

In the House of Representatives, yesterday, a general debate occurred on the question of reimbursing the State of Pennsylvania the sum of \$800,000, expended by her for the equipment of United States troops. The facts connected with this special claim may be briefly stated. In 1862, when the invasion of the State occurred, New York and New Jersey furnished troops to repel it. When the appropriation for the payment of the one hundred days men was made, it was all absorbed by these two States, Pennsylvania waiting until they were paid. The consequence was that none of her soldiers received any compensation. At the request of the President Governor CURTIS borrowed from the banks of this city nearly \$700,000, which was guaranteed to the State through the Chief Executive and his Secretary of War. The banks have been repaid by our Commonwealth, which has assumed the debt herself. She now asks for its payment.

That the claim is just will not be denied even by those who oppose its settlement. The objection raised is an insidious one, and only cloaks the evident design to slight the interests of our State. The reason, say the opponents of the motion, why it is unjust to make a payment, is that other States have incurred like debts, and to neglect them would be to show a partiality for a particular Commonwealth inconsistent with justice. The proposition submitted by Mr. BLAINE, of Maine, to amend by inserting the war claim is merely an effort to stave off the main question.

The provisions of this war claim are, as was well stated by Mr. LEONARD MYERS, to pay to our State \$1,400,000, or twice the sum asked for by the law. We do not desire such a bribe in order that the main question may be avoided. If the debt is indeed due to our State, as there can be but little doubt but that it is, then we are entitled to and demand not as our share of a war appropriation, but as a special debt contracted in the national cause, at the national instigation, and which should be paid by the nation. It is no favor that our representatives are eloquently petitioning for—it is a right which they are setting forth, and asking for acknowledgment.

Should the House refuse to assent to the asked-for amount, it will be guilty of a gross injustice, and stain the fair name of the Government. Upon assurances of the highest officers in the land our patriotic state cheerfully assumed a large debt, and now, when a repayment is asked by us, to have it carped at, examined, and staved off by side issues, reflects discredit upon the Representatives of other States, especially those from New York and New Jersey. We generously allowed all the fifteen million appropriation, which was designed for three, to be divided among the two, in order that their claims might be liquidated; and it is an act of reciprocal generosity and common justice that they now should join and see that we are not injured by our voluntary kindness to them.

"Mr. BRANDAGEE, of Connecticut delivered last evening an exceedingly able and convincing argument, before the House Naval Committee, on the subject of a proper site for the iron-clad Navy Yard. The argument lasted nearly four hours, and was listened to with close attention. It was shown that at New London, by a peculiar natural formation, a lock can be so arranged as to float the largest iron clad upon ways which shall leave them entirely out of water when the water is let off, and the iron ship is not in use. This will save an enormous expense in the construction of machinery to secure this end, which naval experts now decide as the only sure way to save them from corrosion."

Yes, if the iron-clads are left in the kind of water which abounds near New London, it is probable they will be obliged to be held mid air between heaven and earth, but the pure soft water of the Delaware renders any such necessity useless. Imagine the appearance of the Navy Yard from the sea, should the scheme of Mr. BRANDAGEE succeed. We can picture in our mind's eye the jutting cliffs from which are let down iron hooks, pulleys, chains, and so forth, and as the vessel is slowly towed past she is suddenly grappled lifted from her native element, and suspended like MAHOMET'S stone, midway between heaven and earth—a curious spectacle for foreigners to see a long row of these iron cradles dangling in the air and swinging by the wind, for the gales on the Sound are enough to rock even the *New Ironsides*. Truly the sailors would thus be "rocked to sleep."

JUST PUBLISHED—By the Physicians of the NEW YORK ANATOMICAL MUSEUM. THE ANATOMICAL MUSEUM. FOUR LECTURES, entitled—PHILOSOPHY OF MARRIAGE. To be had free, or four stamps, by addressing Secretary, 717 Broadway, New York.

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DINING-ROOM.—F. LAKEMEYER, CARTER'S Alley, would respectfully inform the public generally that he has just received and is now opening in every respect for the accommodation of guests. He has opened a large and commodious Dining-Room in the second story. His BILL-BOARD is furnished with BEER, WINES, WHISKY, &c., &c., of SUPERIOR BRANDS. 11

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SPECIAL NOTICES. THERE WILL BE A REUNION OF THE members and friends of the WEST ARCH STREET PRESBYTERIAN CHURCH held in the FORD'S SCHOOL-ROOM TO-MORROW (FRIDAY) EVENING, 23d instant, at half-past 7 o'clock. All are cordially invited to be present.

WEST PHILADELPHIA INSTITUTE. THIRTY-SIXTH Street, above Market.—Lecture THIS (THURSDAY) EVENING, March 22d, instant, at 8 o'clock, by PROFESSOR L. STEPHENS. Subject—"CHEMISTRY," to be illustrated with experiments.

THE YOUNG AND TALENTED L. LUCY, LECTURER. PROFESSOR N. K. RICHARDSON. Will, by particular request, give one more READING.

AMERICAN ACADEMY OF MUSIC. JOHN B. GOUGH, Esq. will deliver two Lectures, under the auspices of the YOUNG MEN'S CHRISTIAN ASSOCIATION.

ACADEMY OF MUSIC—LECTURE ON "THE GRACERS," by Professor FAIRMAN ROGERS, before the Franklin Institute, TUESDAY EVENING, March 21st, at 8 o'clock.

CITY COMMISSIONERS' OFFICE.—To Hotel, Restaurant and Tavern-keepers: Application for renewal of Licenses to sell will be received by the City Commissioners, as follows: First, Second, Third, and Fourth Wards on the 6th and 7th of March.

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